guidelines so that these Bal Bhawami can be established in slum-dwellers areas so that the poorest of the poor can get benefit out of it.

MR. CHAIRMAN: Next question.

श्रीमती कृष्णा साही : सभापति महोदय, बाल भवन सोसाइटी द्वारा जो कुछ राज्यों में परियोजनायें चलाई जा रही हैं उसमें उन लोगों ने कुछ गाइड लाइंस दी है। इसका मुख्य उद्देश्य बच्चों के अन्दर जो सृजनात्मक शक्ति है उसका विकास हो, बच्चो के व्यक्तित्व का विकास हो और उनमें स्वतंत्र अभिव्यक्ति का विकास हो। इस अध्ययन को चलाने के लिये नेशनल चिल्ड्रन असेम्बली यूथ फेस्टिबल वे करते हैं, नेशनल इन्टेग्रेशन जोबल कैम्प वे करते हैं। 19 नवम्बर से 18 दिसम्बर तक उन्होंने यह चलाया है और उसमें पर्यावरण संबंधी बहुत सी शिक्षायें बच्चों को दी गई हैं।

rSHRl NIRMAL CHATTERJEfii You kindly be sympathetic.

MR. CHAIRMAN: I had been too-sympathetic yesterday.

SHRI NIRMAL CHATTERJEBr And you had succeeded too well.

MR. " CHAIRMAN: Question No. 104:

Arrangements" with foreign airlines to operate through Calcutta,

104. SHRI SUKOMAL SEN: Will the Minister of CIVIL AVIATIOK be pleased to refer to the answer to Unstarred Question 846 given in th* Rajya Sabha on 4th March,. 19fl7 and' state what are the. routes offered to foreign airlines to operate through Calcutta, and by when they are pected to operate their flights?

THE MINISTER OP STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER)-A statement is laid On the Table the House.

Statement

Qiven b^low'are the routes offered to the foreign, airlines whc. heve accopled *6* to though/ through 'Calcutta.. "

Route Entitlements

s. Ne.	NamexJf country (Nameof airline)	Intermediate Point	point in India -	Poinis beyond
1	BuIgaria'(BALKAN)	• ABU©HABTor any point agreed in lieu thereof.	CALCUTTA	Bangkok or any' btrfeF point a green in lieu thereof.
2	' Poland LOT	Any two points, from: Athens D mascus, Baghdad, ' Amman, Beirut, Istanbul, Teheran, Cyprus	CALCUTTA	Any two points from: Bangkok', Manila, Hongkong, Saigon, Hanoi,, Singapore.
3	Singapore(SIA)	SINGAPORE/CALCUTTA /DHAKA/SINGAPORE (Actually operating	on this route).	-
4	Yugoslavia (JAT).	Thre&poiiits	CALCUTTA	Jfkfrt-, Manila., Beijing.
5	/United Anb Emirates (EMIRATES (3ULFAIR).	Tcvbe agreed	CALCUTTA	Four points to be agreed.
6	Jordan.		CALCUTTA-Route agreed between the	schedule is vet to bo two governments.

Except JAT, and SIA (which is operating at present) the other airlines have not yet indicated any Bpecific dates for commehcing online flights* to/through Calcutta. The proposal of JAT (Yugoslav carrier) to Operate once-weekly flights on Bel-Iprade/Calcutta/Beijing route shortly, has been cleared by the Government.

SHRI SUKOMAL SEN: In the tatement, the hon. Minister has said that six airlines, Bulgaria, Poland, Singapore, Yugoslavia, United Urab Emirates and Jordan, have accepted fco operate to/through Calcutta. The lion. Minister has not mentioned that flow many foreign airlines were given the offer to operate their flights through. Calcutta and how many of them have straightaway rejected the offer. "Then, Sir, there was a proposal that the British Caledonian -Service will operate their flights through Calcutta. I would like to know whether discussions have been held with them and what is their reaction. "Then, Sir,. '..

: MR. CHAIRMAN: You are asking •o many questions. You will have your second supplementary. The hon. Minister please.

SHRI JAGDISH TYTLER: Sir, I •rould like to inform the hon. Mem-Jber that nobody wants to fly to Calcutta. It is not because of Calcutta. You must understand. (Interruptions), Please listen to me. I will exp^in to you. It is not because of CalcuHa. It Is because of the technical abil'ty of the planes to overfly Calcutta. Initial- 1 ly, we had planes which could fly up to certain* distances and for refuelling they had to come to Calcutta. Now. we have got latest aircraft which can fly for long distances and, therefore, thfiy do not have to come to Calcutta..

The second thing is the passenger profile. It is seen that most of the people working abroad are notj from Xastern India. Therefore, the traffic $9 M from India is concentrated in other parts and not in Calcutta. This is one reason. We have agreements with nearly twenty countries. But somehow or other, they have not come up. At present, we have six airlines of different countries who have offered to operate their flights through 'Cat. cutta and we are expecting that the Yugoslavian Airlines will soon start operating their flights. The date has not been fixed yet.

Sir, as soon as I become the Minister, one thing which I wanted to do was to promote Calcutta. A num. ber of airlines are wanting to come to India. One of the conditions which I put is that they must touch Calcutta. On that basis, Jordan has agreed. There are a few other countries also; but Yugoslavia is the only country which has responded positively-and I think in the next two"weeks, they will start operating.

SHRI SUKOMAL SEN: Sir, th« hon. Minister has said that' w« wants to promote Calcutta. There is now a proposal for a terminal building at Calcutta Airport, costing about Rs. 25 crores. It will handle seven lakh passengers a year. If that he so, the handling will be around 2, 000 passengers. In v'ew ol the prospect of increase in traffic through the ¥ Calcutta Airport, I would like to know whether this target of se^-en lakh passengers a year is suffMent and how does it comoare with the traffic through Bombay, Delhi etc.

SHRI JAGDISH TYTLER: Sir, the Prime Minister has made a commitment that we will have a new terminal building for the Calcutta International Airport. This protect is being taken up by the International Airports Authority of Tndia. In the Se-venth Plan, we will have the build-in *e,* at a cost of Rs. 25 crores. The per-hour capacitv will be 1P00 pas-" senders and not 2. MO as the hon Mft. mbsr has said. This bu'ldine is got. Mng to be very modern. We hope thai *by* giving more facilities to the Air-

lines and having a proper atmosphere also, there wiu be increase in. traffic. in this connection, I woiud request the hon. Member to take it up with bis Government and see that more ana more young people are encouraged travel so that more airlines will *X&&1* interest in operating their nights through Calcutta. *

SHRI VISHWA BANDHU GUPTA: Sir, the hon. Minister has been kind •nough to talk about the, passenger profile of various cities, sepcially. •bout Calcutta.. Is it that people are not able to' travel by air because oflie quality of life and the low standard of living,

SHRI JAGDISH TYTLER: Sir, •annftt answer this question. I am interested in seeing that more people travel by air.

SHRI CHITTA BASU: I am thankful to the hon. Minister that he has in hi_s mind the intention • W develop the Calcutta Airport. Is it not a fact that the present Airport in Calcutta does not provide adequate facilities lor the foreign airlines. It is good that the Prime Minister has^ainounced a package assistance for improvement 61 Calcutta Airport. I think it is Rs. 23 crores or Rs. 25 crores.

SHRI JAGDISH" TYTLER: It is Its'. 28 crores.

SHR; CHITTA BASU: May I know whether this fund is meant only for •onstruction of, a terminal building or is it meant for other aspects regarding the improvement of the Airport Itself?

SilRr JAGDISH TYTLER: We have' already spent a few crores for improving the navigational facilities, immigration counters, etc We have Spent some money for improving *the,* present Calcutta Airport. Once the Hew building comes up, we will concert the old one for national internal iflignts Or Indian Airlines flights, but She international airport will have tall the facilities. Otherwise, no airlines will ever like to come to th» country if they do not have the proper facilities.

- SHKI M. KADHARSHA: Hon. . Minister said something, like Calcutta lacks technical feasibility. Will he elaborate this fact?

SHRI JAGDISH TYTLER: I did not say that.,

SHRI M. KADHARSHA: Calcutta is the only airport in India which it given the all-India. status. This is the tallest claim in the international aviation circle.

Sir, in reply to the unstarred Que*. tionNo. 846 on 4th March, the hon. Minister has given ithe names of ten countries, that is Netherlands, Holland, Bulgaria, Spain, Austriar/Turkey, Yugoslavia, Singapore, UAE and Jordon who have accepted the. , offer, but now the number of the countries has been reducd to six. would like to know, what is the role of Air India in giving importance, to Calcutta, how many flights Air India is operating and why is our national carrier also neglecting Calcutta?

SHRI JAGDISH TYTJ-ER: Sir, this is not a correct statement our national Airlines operates seven flight* from Calcutta at different times. I have got the full details which I can let the Member know, but we cannot force any foreign airlines. We Can sign an agreement but if they want to withdraw, we cannot force thenr. There was a time when British Airways was also flving. There was « time when PAN AM and some of the top Airlines like Phininmes, Austra-. lia, USA Iraq, Scandinavian, Nigeria, Ghana, Japan. Yugoslavia, also flying but somehow or other people are not traveling, they are not getting enough traffic. I wish they go* enough traffic because every time a plane larids the International Air-ports Authority makes some incom* on it. I will be happy if they could come. We are doing ejerythinjt pos

sible to also make Calcutta centres for the Buddhists so that we hav-' this Vayudoof flights and other Indian Airlines flights connected to toe centres cf Buddhjstg and pilgrimage. We are aetir. g to it that Calcutta is usea more and more. I would also request if the West Bengal Government bring out a scheme'for the young boys ana girls to travel out, go to the Gulf. There i_s hardly anybody going to the Gulf and there is so much avauabil. ty of jobs there. Everything is from other parts of the country except Calcutta. I would like that the Airport should be used more and more so that they do not have to come with, an empty aircraft.

DR. (SHRIMATI) SAROJINI ilAHlSHI: Sir, any foreign airlines which wants to touch India can choose two joints out of three given to 'U Gradually, over a period of ten years the number of flights touching Calcutta have decreased. May I know whetht-r the Government has made a ^ thorough study as to why this has. decreased? Earlier it was 1, 6, then it came to 14, 12^ 10, and now it has. come to" six or eighL WSiy is. there such a "gradual decease! Has the Government made a thorough study of this? '

SHRI JAGDISH TYTLER: People are not traveling. That is the reason.

SHRI GHULAM RASOOL MATTO: The, point made by Mrs, Sarojini Ma-hishi is that it "has to touch two points. Can't this be an inducement to many ', airlines If thehon. Sinister allows the, second point Delhi or Bombay, over and above Calcutta, to induce other airline^ also to come to Calcutta?

S«H| JAGDISH TYTLER; Ye$, that is what I said: if, they want to come to any other part of the country, they must touch - Calcutta. Those airlines which are going Far East, they would like to touch Calcutta and accept my condition. But those who want to be terniinated in Delhi or In Bombay, why will they,, go to.

Calcutta if they d_0 not have traffic; ? I have said, I will not allow them tq come to India unless and until the; toucn Calcutta. But I cannot keep this pressure on for a long time and see that traffic suffers or the touristy suffer irom other parts of the country. I can put this pressure on them so that they come to Calcutta, they use Calcutta. We have all the facilities and we would like them t_0 come to our country.

SHRI NIRMAL CHATTERJEE: There is a problem in drawing the profile becauce many of those who travel from West Bengal or Bihar or Assam could have registered as if. such passengers have emanated ^from Calcutta, but they are shown as passengers emanating from Delhi, or as passengers emanating from Bombay. Is there a method and can jt be. done that in respect of all those who are shown in the profile of Delhi and Bombay, we try to find out where-from did they originate, wherefrom did they come? And if such a profile can be drawn, perhaps we can make this effective for foreign airlines also. Doe_s the Minister agree with this?

SHRI JAGDISH TYTLER: Yes, I agree, and we did a survey, but *W*-did not find enough passengers..

SHRI NIRMAL CHATTERJEE: Even then.

SHRI JAGDISH TYTLER.; Yes

PROF. C. LAKSHMANNA: The Minister is constantly saying there is not sufficient traffic from Calcutta. But at the same time, though there is not sufficient traffic, they are prepared to spend Rs. 25 crores on the development of Calcutta airport. I, would like to know from the Minister what the rationale, is in spending Rs. ! 25 crores when the. Minister constant ly holds the view"that, there is no traffic. If he is spending, Rs. 25 crores, what is he going to do to pro* mote better utilization of. those Rs 25 crores by. way,, of buildings

SHRI JAGDISH TYTLER: Aviation is such a thing that it is always on the move. The avionics, the kind of aircraft, the kind of engines, the latest kinds of aircraft—all these are coming in the world and naturally they would like to have a proper airport, a better airport and also "have those aero-bridges-even. But it is not right that just because I feel •there is not enough traffic I should neglect a, certain part of the country. We are. improving; we have improved m Delhi; we have improved in J. ajnmu; and we are going in for a new airport at Gwalior. All over the country, wherever it is necessary, wherever, it is needed, it is being done. I would like to inform you that our traffic is going up internally. Maybe the airport which is being used for inter, national and national flights, we will use it for the. national airlines and have this small airport as international one used for the foreign airlines and Air India

MR. CHAIRMAN: Next question. No. 105.

Vayudoot Flights to and from Ludhiana in Punjab

•105. SHRJ PAWAN KUMAR., BANSAL: Wilj the Minister o*. CIVIL AVIATION be pleased to state:

(a) whether the Vayudopt flights to and from Ludhiana in Punjab have been irregular during the last few months;

(b) fit so, what are the reasons therefor and what steps have been taken to adhere to the schedule; and

(c) what action has been taken to provide basic facilities. to the passengers of the Ludhiana Airport?

THE MINISTER OF STATE OS! THE MINISTRY OF CiyiL AVIA-T^QN (S^RJvJAGDJSH TYTLER):

(a) During the last three months there were 4 cancellations and some cases of delays of the scheduled flights of Vayudoot to Ludhiana.

(b) Cancellations/delays of Vayudoot flights to Ludhiana were mainly due to. the fact that out of the 3 Avro aircraft available for operations from the Delhi base, 2 Avro aircraft remained grounded for major checks /overhauls/repairs from January, 1987 onwards thereby' leaving only one Avro aircraft, available for operations,

(c) The basic facilities namely a passenger lounge, seating arrange mfpts^ tejepbpnea and checkritt facilities are available at Ludhiana.

SHRI: PAWAN KUMAR BANSAL: Ltfdhiana which is veritably cal'ed the Manchester of Punjab is a very important industrial town and has contributed significantly to the foreign exchange kitty of the nation. By the very nature of thefir work, industrialists from thejre have often to make short journeys to Delhi and after attending an office, or to any other work have to return in, time to Ludhiana., Besides the irregular: flights which they often have to face*, the other very aggravating fatcor is the timing. The schedule itself has been changed. Earlier the flight would., leave Delhi in the morning at around 8 o'clock and return around 10 o'clock here in the morning itselt I would like to know-from the . honourable Minister as to what factors -necessitated the change in the scheule and what are the reasons for the cancellation of the second flight fox Ludhiana.

SHRI JAQDISH TYTLER: I have ju^t read in the, answer why they were cancelled.

SHRI PAWAN KUMAR BANSAL: The second was -a Dprnier night, not, an Avro flight